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Changed chart(s) since Disc 23-2009

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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Chita, (Kadala - UIAA)

REV	2 NDB RWY 11	16-1	20 ноя 2009	
REV	2 NDB RWY 29	16-2	20 ноя 2009	

TERMINAL CHART NOTAMs**No Chart NOTAMs for Airport UIAA**

General Info

Chita, RUS
N 52° 01.6' E113° 18.3' Mag Var: 7.0°W
Elevation: 2272'

Public, IFR, Control Tower, Customs, Landing Fee
Fuel: Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+9:00 uses DST

Runway Info

Runway 11-29 9186' x 184' concrete

Runway 11 (109.0°M) TDZE 2272'
Lights: Edge, ALS
Runway 29 (289.0°M) TDZE 2200'
Lights: Edge, ALS

Communications Info

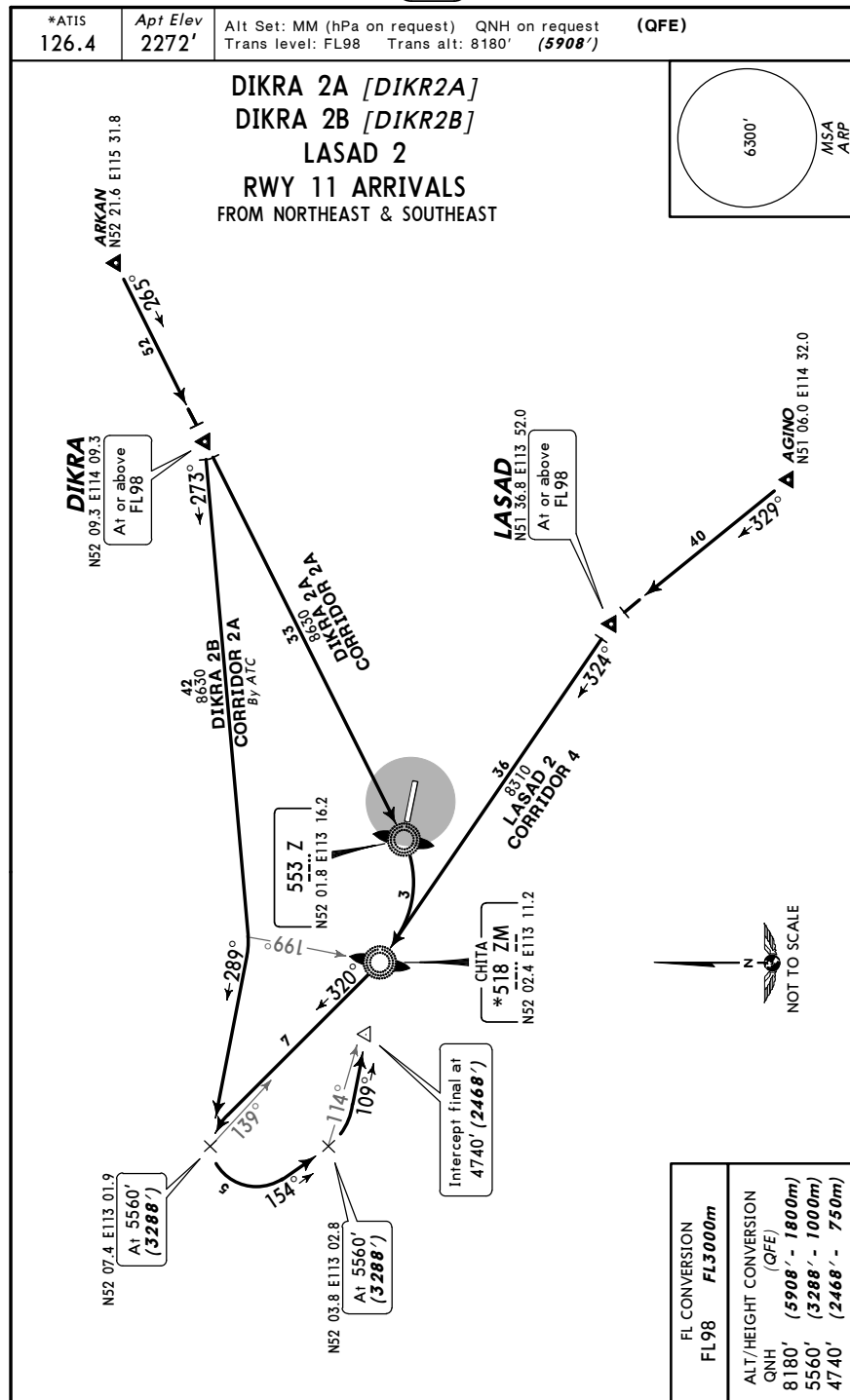
ATIS **126.4**
Chita Tower **118.1**
Chita Radar **122.0**

Notebook Info

UIAA/HTA
KADALA

JEPPESEN
26 JUN 09 10-2

CHITA, RUSSIA

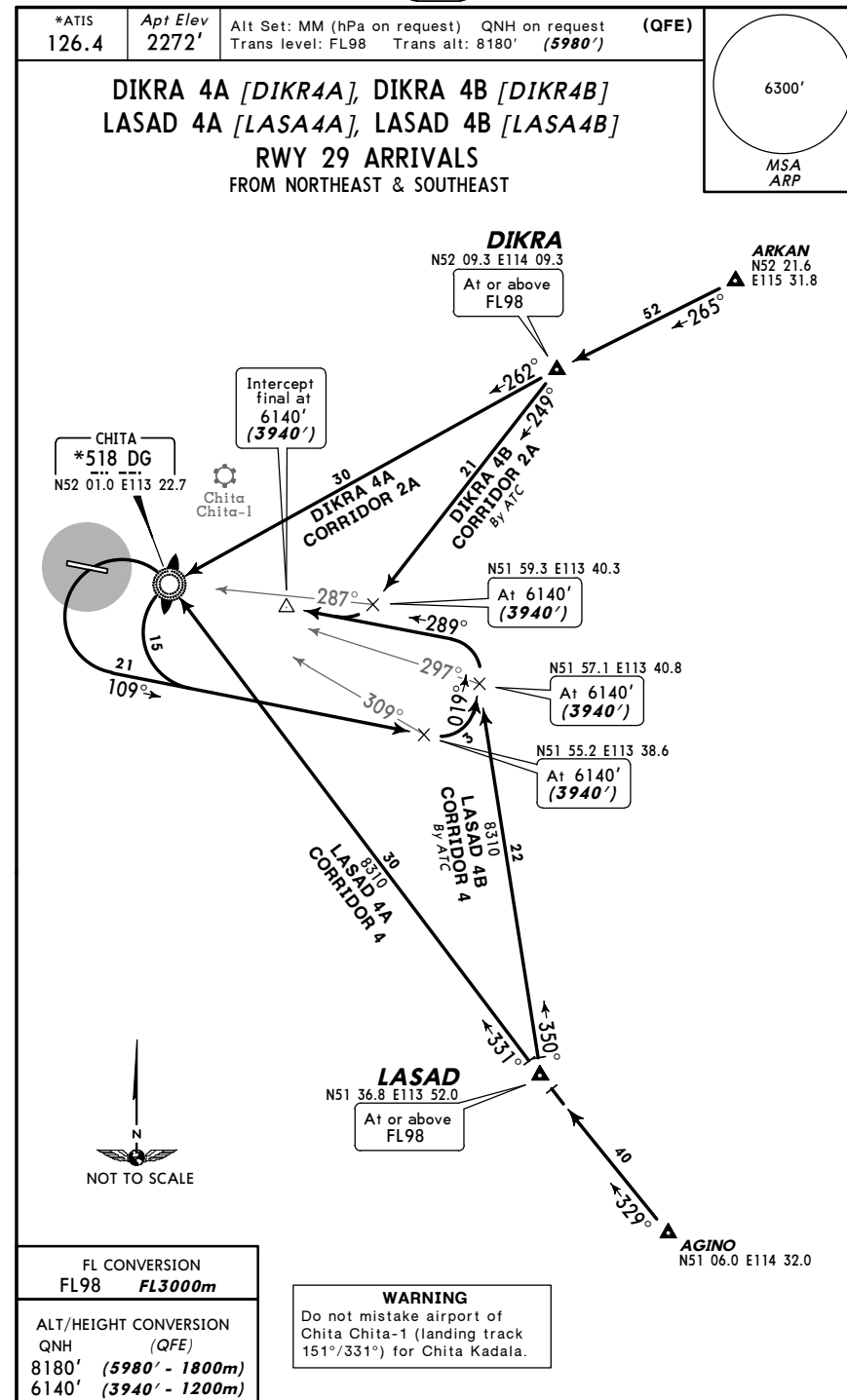


CHANGES: CORRIDOR 2 renamed CORRIDOR 2A.

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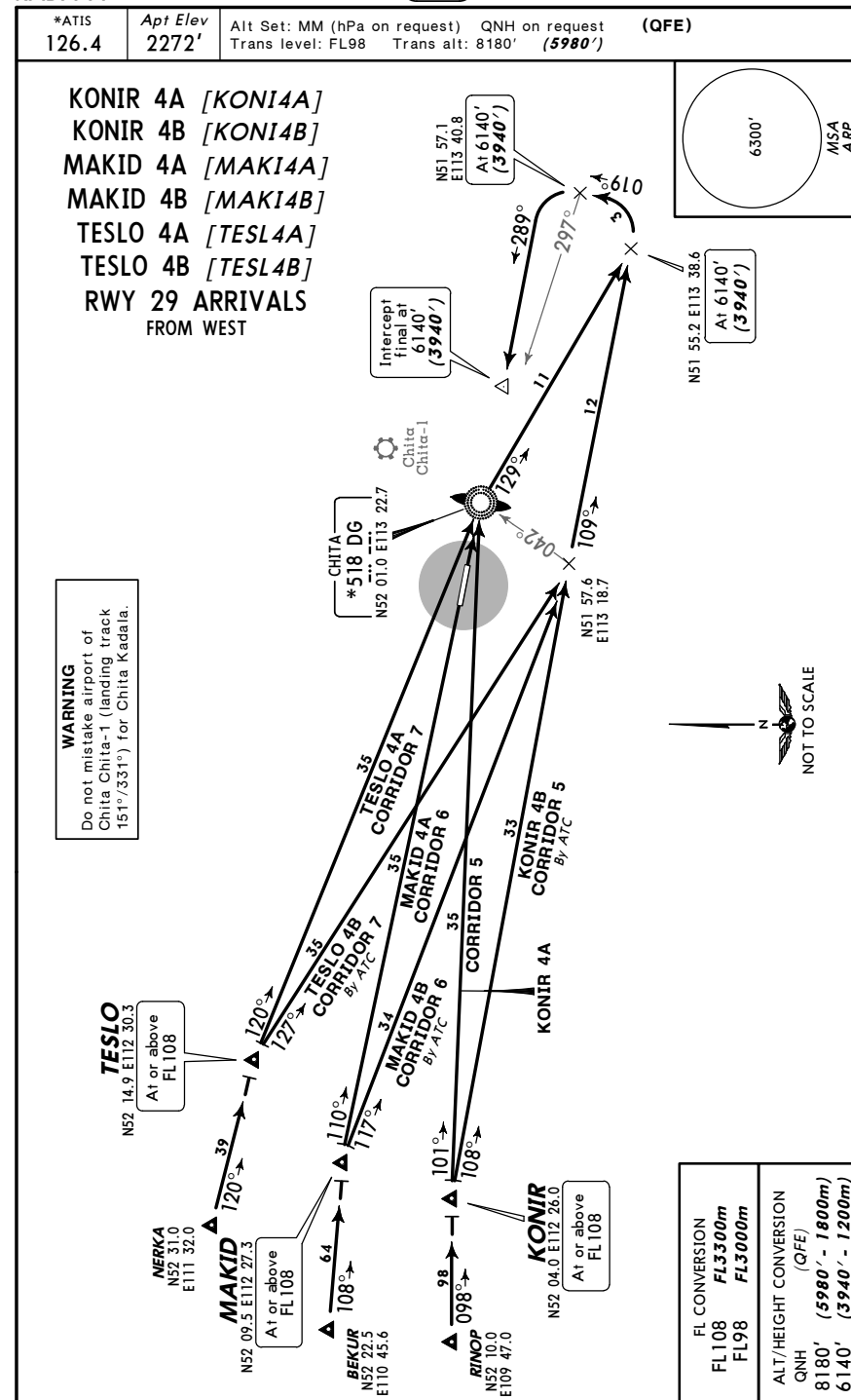
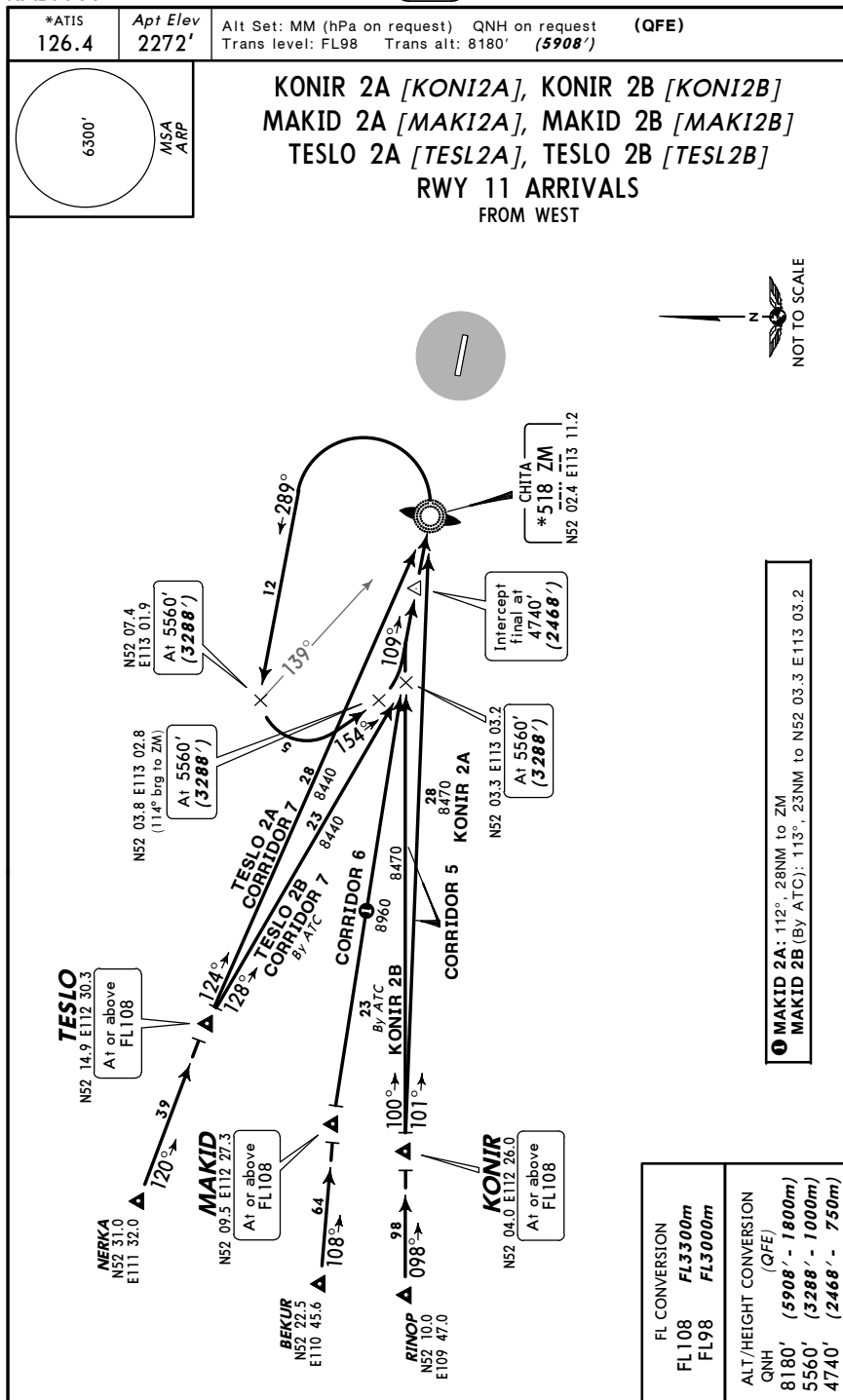
UIAA/HTA
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26 JUN 09 **JEPPESEN** (10-2A)

CHITA, RUSSIA
STAR

CHANGES: CORRIDOR 2 renamed CORRIDOR 2A.

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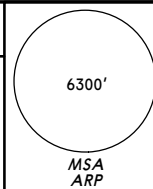
UIAA/HTA
KADALA

26 JUN 09 (10-3)

CHITA, RUSSIA
SID

Apt Elev
2272'

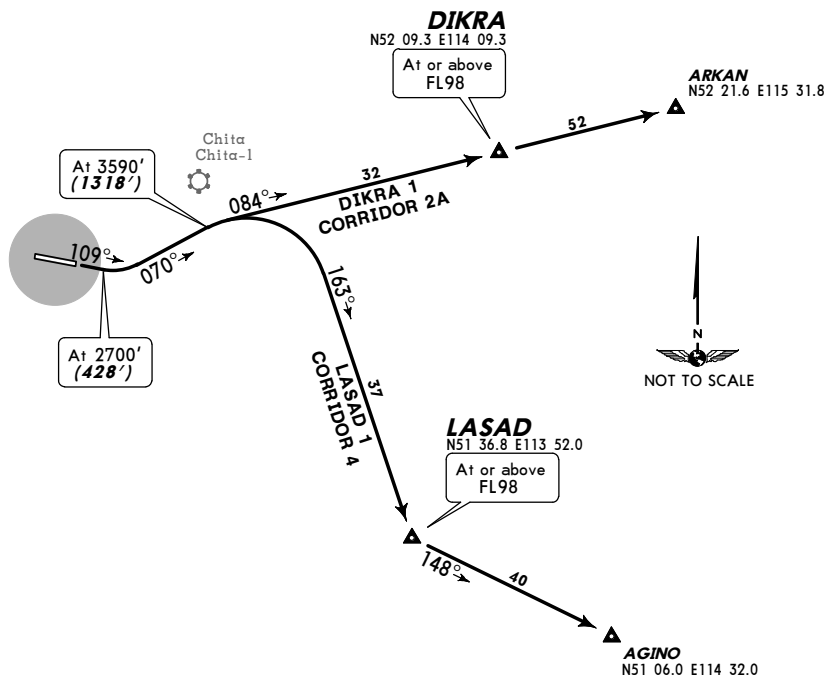
QNH on request (QFE)
Trans level: FL98 Trans alt: 8180' (5908')



DIKRA 1, LASAD 1 RWY 11 DEPARTURES TO NORTHEAST & SOUTHEAST

When there are no obstacle restrictions in take-off direction, aircraft after take-off should climb straight ahead to 4570' (2298'), report to ATC, then proceed to aerodrome corridors and flight routes climbing to assigned FL.

WARNING
Airport of Chita Chita-1
landing track 151°/331°.



ALT/HEIGHT CONVERSION
QNH (QFE)
2700' (428' - 130m)
3590' (1318' - 400m)
4570' (2298' - 700m)
8180' (5908' - 1800m)

FL CONVERSION
FL98 FL3000m

These SIDs require a minimum climb gradient of 261' per NM (4.3%)

Gnd speed-KT	75	100	150	200	250	300
261' per NM	327	435	653	871	1089	1306

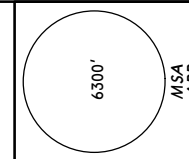
UIAA/HTA
KADALA

26 JUN 09 (10-3A)

CHITA, RUSSIA
SID

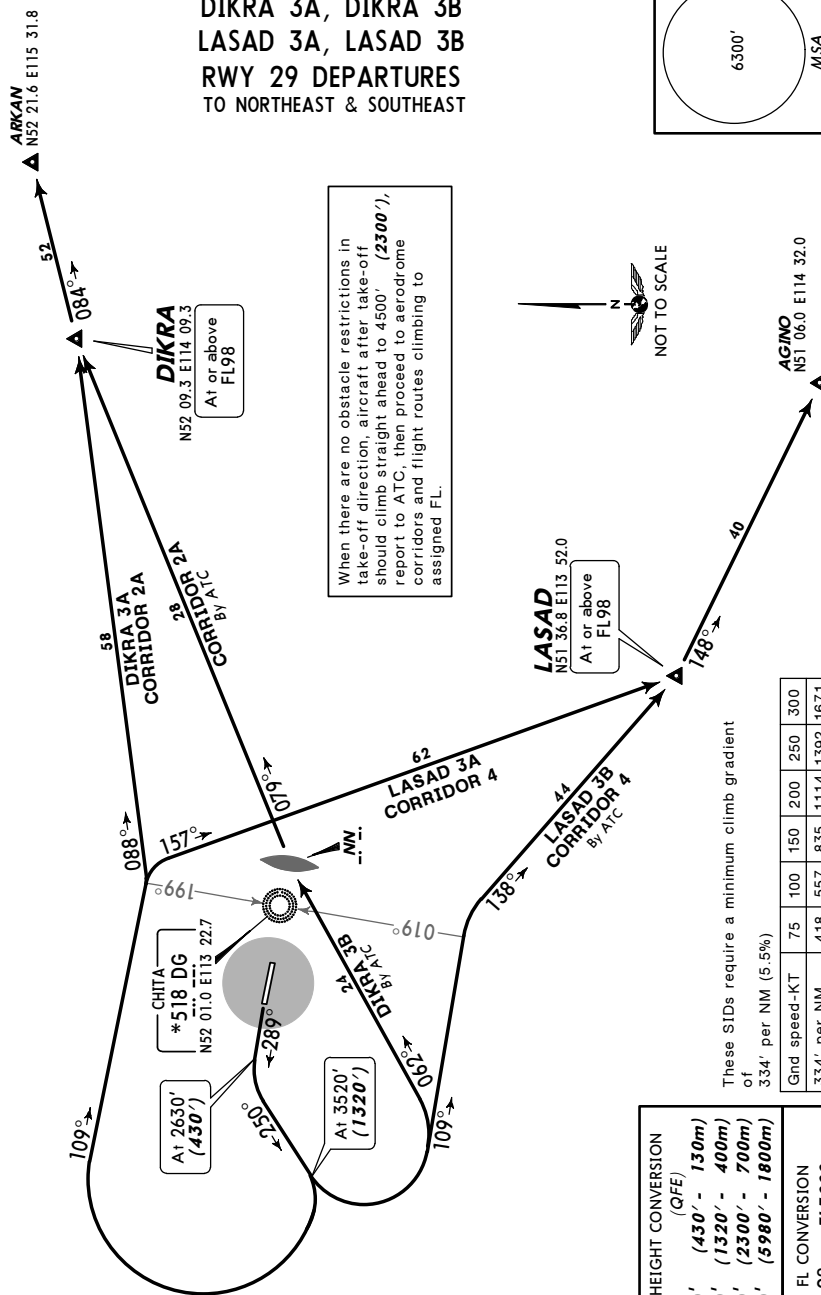
Apt Elev
2272'

QNH on request (QFE)
Trans level: FL98 Trans alt: 8180' (5980')



DIKRA 3A, DIKRA 3B LASAD 3A, LASAD 3B RWY 29 DEPARTURES TO NORTHEAST & SOUTHEAST

When there are no obstacle restrictions in take-off direction, aircraft after take-off should climb straight ahead to 4500' (2300'), report to ATC, then proceed to aerodrome corridors and flight routes climbing to assigned FL.



ALT/HEIGHT CONVERSION
QNH (QFE)
2630' (430' - 130m)
3520' (1320' - 400m)
4500' (2300' - 700m)
8180' (5980' - 1800m)

FL CONVERSION
FL98 FL3000m

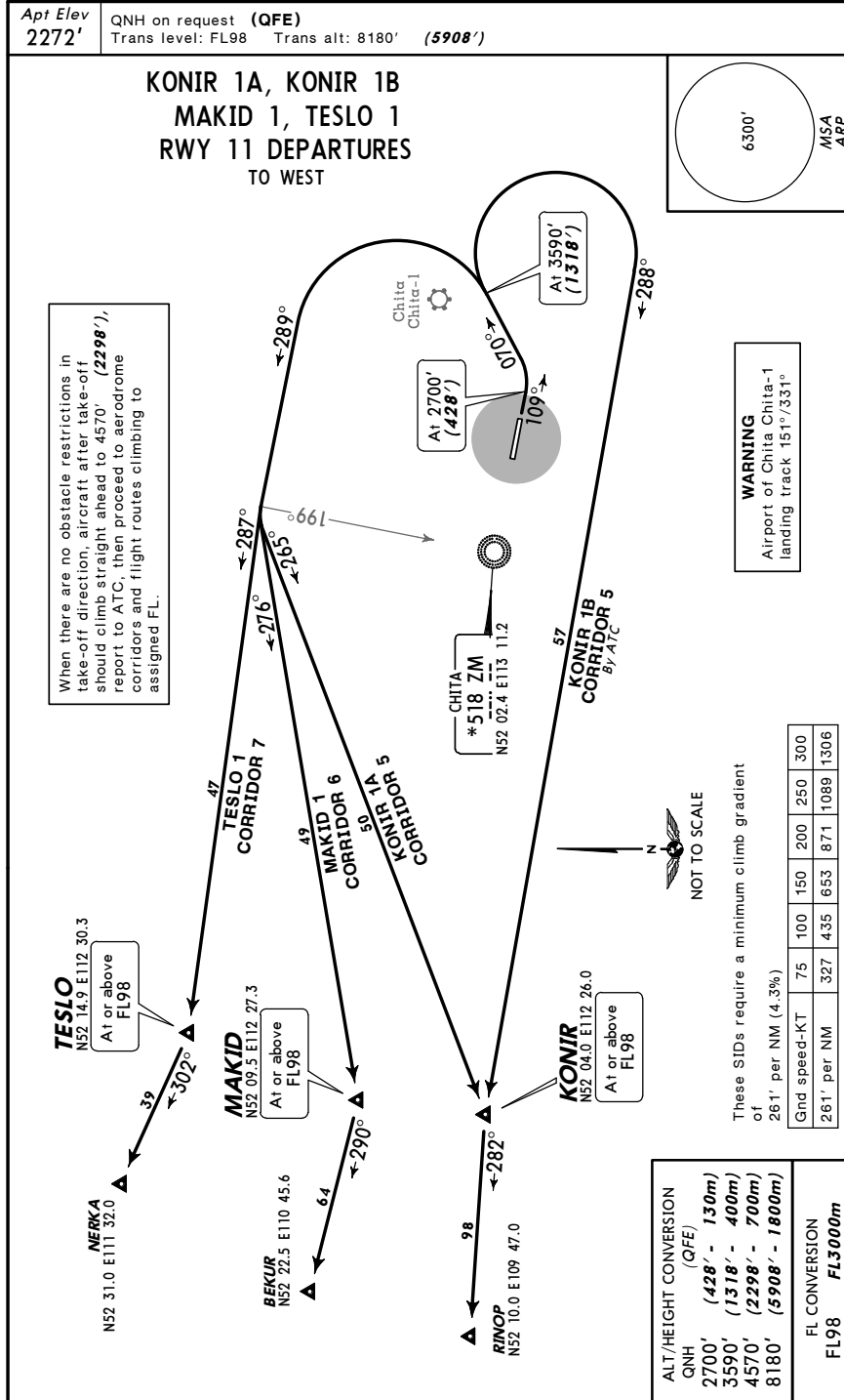
These SIDs require a minimum climb gradient of 334' per NM (5.5%)

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

UIAA/HTA
KADALA

22 MAY 09 10-3B Eff 4 Jun

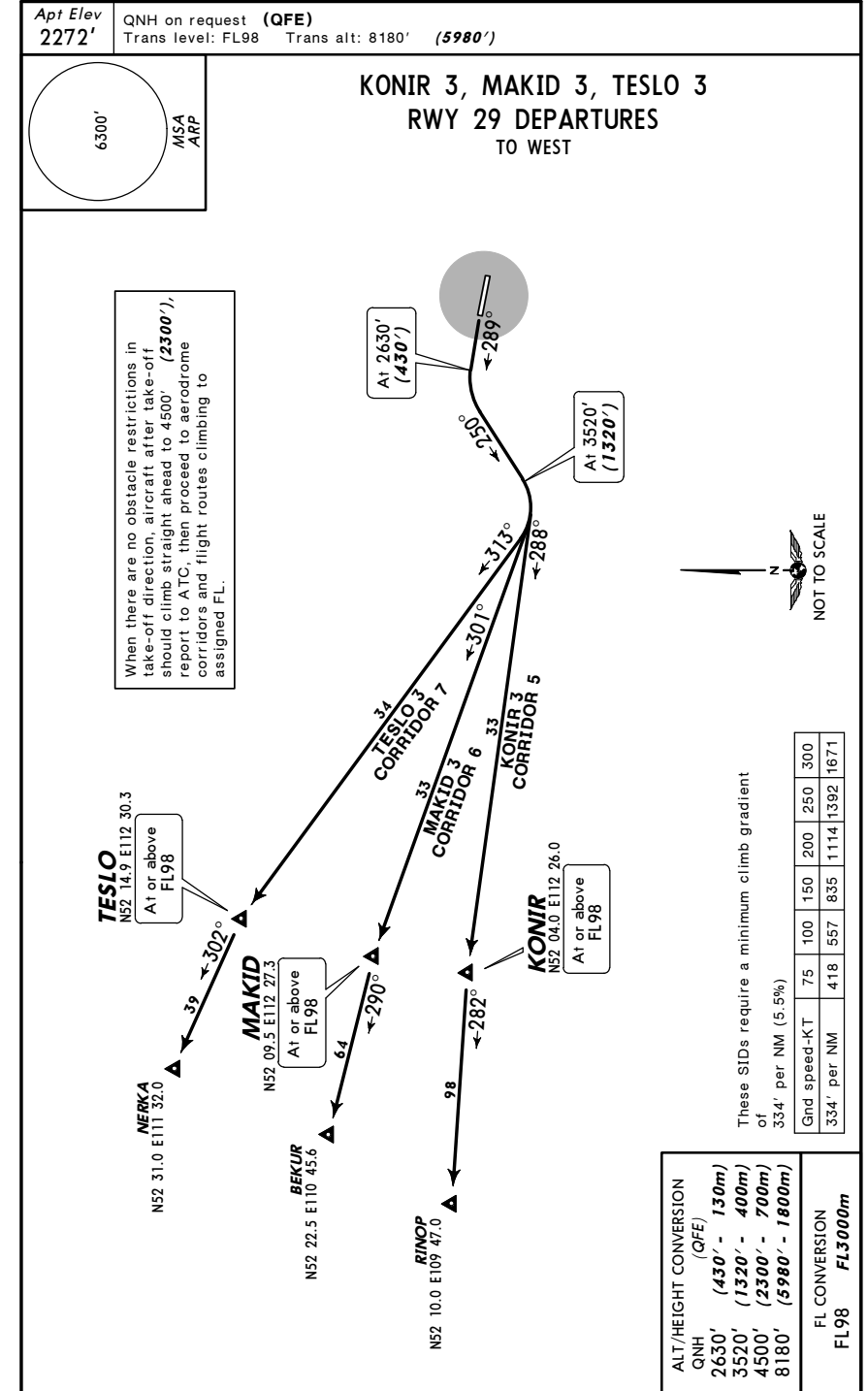
CHITA, RUSSIA
SID



UIAA/HTA
KADALA

22 MAY 09 10-3C Eff 4 Jun

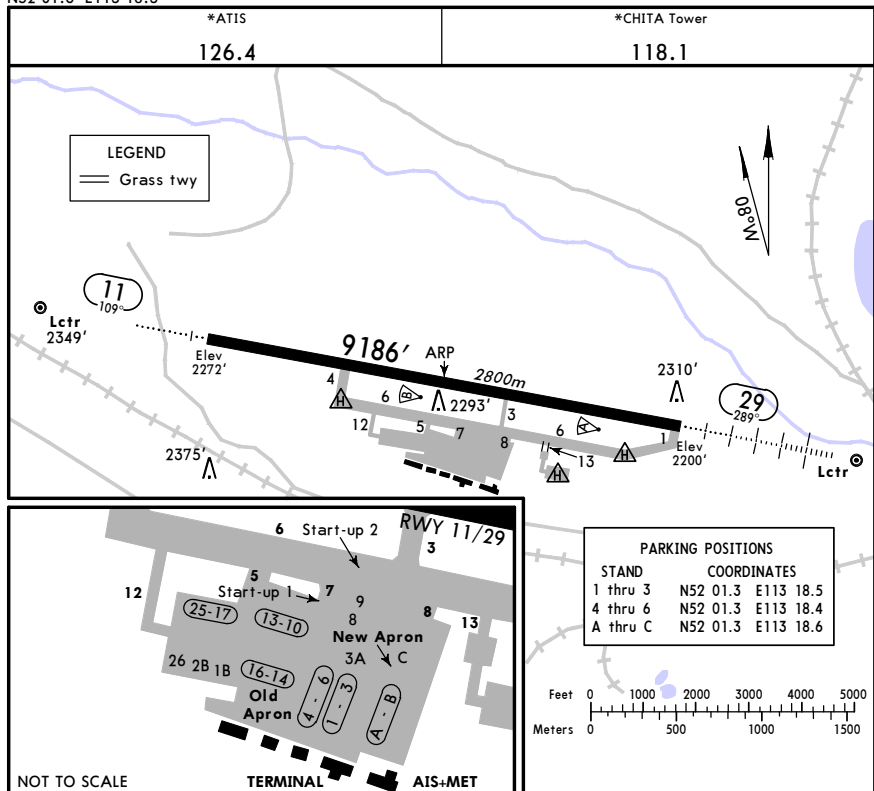
CHITA, RUSSIA
SID



UIAA/HTA
Apt Elev **2272'**
N52 01.6 E113 18.3

JEPPesen
22 MAY 09 **(10-9)** Eff 4 Jun

CHITA, RUSSIA
KADALA



GENERAL
Birds.
Stands 1B and 2B available for helicopters.
Use minimum power when taxiing out from stands 1 and 4.
Execute taxiing via twys 1, 4, 6, 7 and 8 with reduced speed.
Caution advised due to Tower, located 98'/30m North of Twy 6 btn Twys 5 and 7.
Turn at end segment RWY 29 shall be carried out with caution at reduced speed with slight braking, otherwise towing required.

RWY		ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND				Threshold	Glide Slope		
11		RL (60m)	ALS	PAPI-L (angle 3.92°)	RVR				184'
29		RL (60m)	HALS	PAPI-L (angle 3.50°)	RVR		8038' 2450m		56m

TAKE-OFF		AIR CARRIER (JAA)	
		All Rwys	
		LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A			
B	250m		400m
C			
D	300m		

CHANGES: Apron.

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UIAA/HTA

JEPPesen
20 MAR 09 **(10-9X)**

JAA MINIMUMS
CHITA, RUSSIA
KADALA

STRAIGHT-IN RWY	A	B	C	D
11	2 NDB with 6.5 NM RDP ALS out R1500m	2670' (398') R1300m R1500m	2670' (398') R1400m R1500m	2670' (398') R1600m R1800m R2000m
	2 NDB w/o 6.5 NM RDP ZM NDB with 6.5 NM RDP ALS out R1500m	4400' (2128') R1500m	4400' (2128') R1500m	4400' (2128') R2000m R2000m
	ZM NDB with 6.5 NM RDP ALS out R1500m	2910' (638') R1500m	2910' (638') R1500m	2910' (638') R1800m R2000m R2000m
	ZM NDB w/o 6.5 NM RDP Z Lctr with 6.5 NM RDP Z Lctr w/o 6.5 NM RDP	4570' (2298') R1500m 3480' (1208') R1500m 4570' (2298') R1500m	4570' (2298') R1500m 3480' (1208') R1500m 4570' (2298') R1500m	4570' (2298') R2000m 3480' (1208') R2000m 4570' (2298') R2000m
29	ILS ALS out LOC AUTHORIZED	2400' (200') R550m R1000m NOT AUTHORIZED	2400' (200') R550m R1000m NOT AUTHORIZED	2400' (200') R550m R1000m NOT AUTHORIZED
	2 NDB with NN MKR with 11.2 NM RDP ALS out R1500m	2540' (340') R900m R1500m	2540' (340') R1000m R1500m	2540' (340') R1000m R1400m R2000m
	2 NDB with NN MKR w/o 11.2 NM RDP ALS out R1500m	2640' (440') R900m R1500m	2640' (440') R1000m R1500m	2640' (440') R1000m R1400m R2000m
	2 NDB w/o NN MKR with 11.2 NM RDP ALS out R1500m	3570' (1370') R1200m R1500m	3570' (1370') R1400m R1500m	3570' (1370') R1800m R2000m R2000m
	2 NDB w/o NN MKR w/o 11.2 NM RDP ALS out R1500m	4090' (1890') R1200m R1500m	4090' (1890') R1400m R1500m	4090' (1890') R1800m R2000m R2000m
	DG NDB with NN MKR with 11.2 NM RDP ALS out R1500m	2780' (580') R1000m R1500m	2780' (580') R1200m R1500m	2780' (580') R1600m R2000m R2000m
	DG NDB with NN MKR w/o 11.2 NM RDP ALS out R1500m	4190' (1990') R1200m R1500m	4190' (1990') R1400m R1500m	4190' (1990') R1800m R2000m R2000m
	DG NDB w/o NN MKR with 11.2 NM RDP ALS out R1500m	3940' (1740') R1200m R1500m	3940' (1740') R1400m R1500m	3940' (1740') R1800m R2000m R2000m
	DG NDB w/o NN MKR w/o 11.2 NM RDP ALS out R1500m	4190' (1990') R1200m R1500m	4190' (1990') R1400m R1500m	4190' (1990') R1800m R2000m R2000m

CHANGES: Minimums.

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UIAA/HTA

20 MAR 09 **10-9X1**

JAA MINIMUMS
CHITA, RUSSIA
KADALA

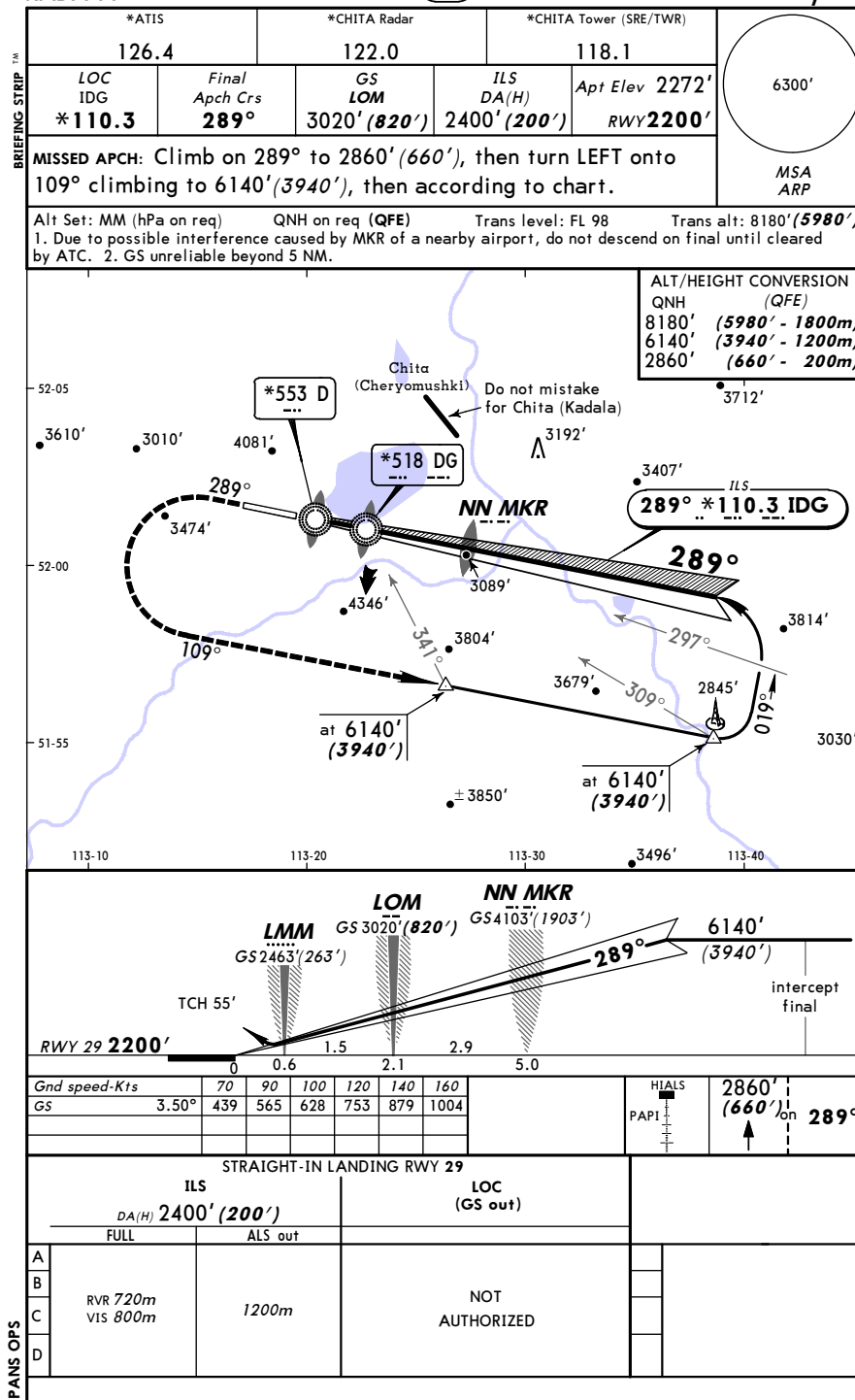
TAKE-OFF RWY 11, 29

LVP must be in Force		
RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A		
B	250m	400m
C		500m
D	300m	

UIAA/HTA
KADALA

22 MAY 09 **11-1** **Eff 4 Jun**

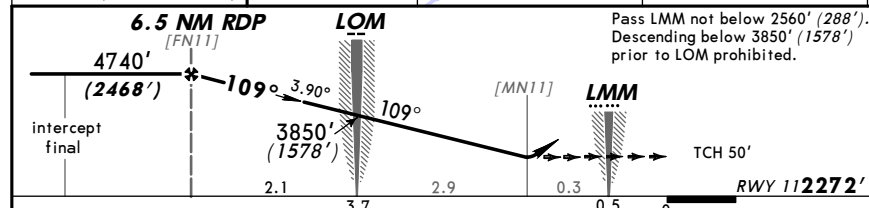
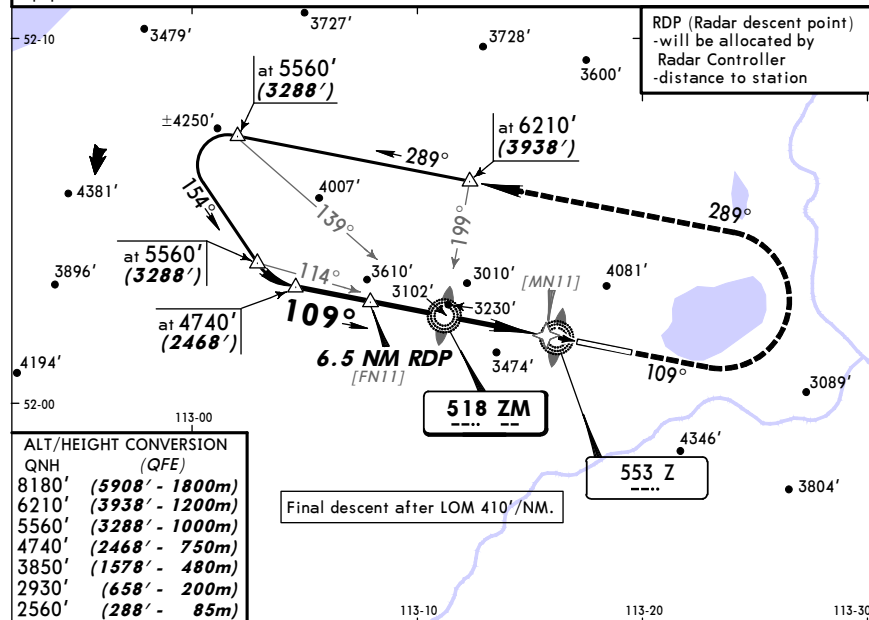
CHITA, RUSSIA
ILS Rwy 29



JEPPESEN
20 NOV 09 (16-1)

CHITA, RUSSIA
2 NDB Rwy 11

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 98 Trans alt: 8180'(**5908'**)
Do not descend on final until cleared by ATC and before steady operation of aircraft and ground landing equipment is assured.

[illegible]

STRAIGHT-IN LANDING RWY 11												
2 NDB				ZM NDB				Z Lctr				
with 6.5 NM RDP MDA(H)			w/o 6.5 NM RDP MDA(H)	with 6.5 NM RDP MDA(H)			w/o 6.5 NM RDP MDA(H)	with 6.5 NM RDP MDA(H)			w/o 6.5 NM RDP MDA(H)	
2670'(398')			4390'(2118')	2910'(638')			4570'(2298')	3480'(1208')			4570'(2298')	
ALS out			ALS out	ALS out			ALS out	ALS out			ALS out	
A	RVR 1500m VIS 1600m		3200m		2600m		3200m		3200m		3200m	
4800m			2800m		4800m		4800m		4800m			
D	RVR 1800m VIS 2000m		3200m				4800m		4800m		4800m	

CHANGES: Procedure. Descent angle. Minimums.

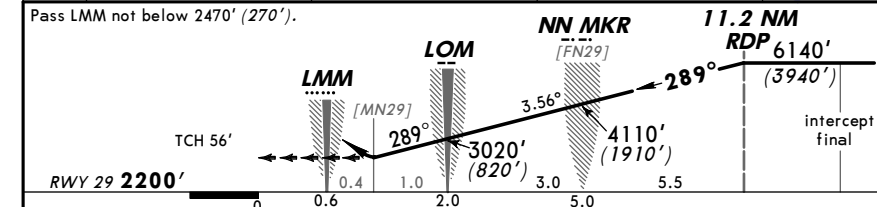
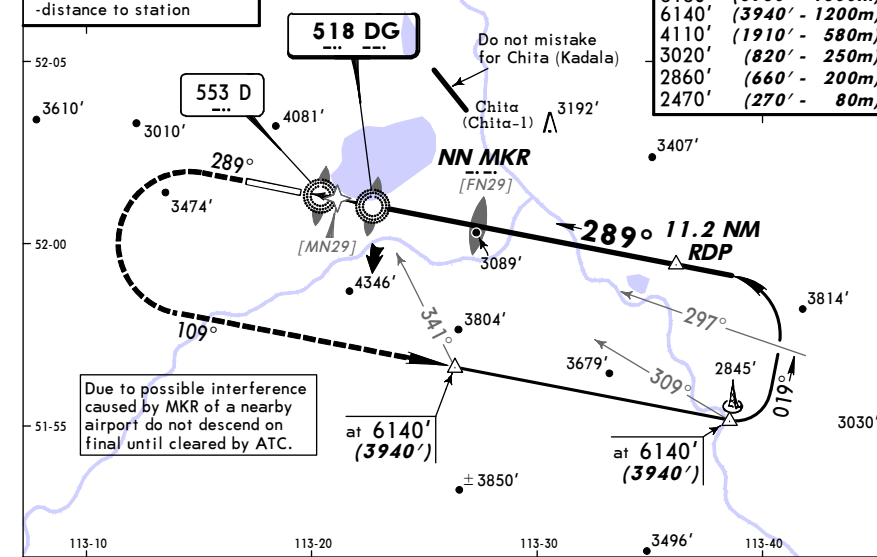
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JEPPESEN
20 NOV 09 (16-2)

CHITA, RUSSIA
2 NDB Rwy 29

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 98 Trans alt: 8180' (**5980'**)

RDP (Radar descent point) -will be allocated by Radar Controller	ALT/HEIGHT CONVERSION QNH (QFE) 8180' (5980' - 1800m)
------------------------------------------------------------------------	-------------------------------------------------------------



Gnd speed-Kts	70	90	100	120	140	160	<p>Diagram showing a descent path with a heading of 289°, a distance of 660', and an altitude of 2860'.</p>
Descent angle	3.56°	441	567	630	756	882	

STRAIGHT-IN LANDING RWY 29																				
2 NDB							DG NDB													
with NN MKR				w/o NN MKR			with NN MKR				w/o NN MKR									
with 11.2 NM RDP MDA(H)				w/o 11.2 NM RDP MDA(H)			with 11.2 NM RDP MDA(H)				w/o 11.2 NM RDP MDA(H)									
2540'(340')				2640'(440')			3570'(1370')				2780'(580')				4190'(1990')			3940'(1740')		
ALS out				ALS out			ALS out				ALS out				ALS out			ALS out		
A	1200m	RVR 1500m	1200m	1900m			3200m			1800m	2600m	3200m			3200m					
B		VIS 1600m		RVR1800m VIS2000m			4000m					4000m			4000m					
C		4800m			4800m			4800m				4800m								
D		RVR 1500m VIS 1600m		RVR1800m VIS2000m	2400m	4400m	4800m	2400m	2800m			4400m	4400m	4800m						

1 w/o 11.2 NM RDP: MDA(H) 4090' (1890')

2 w/o 11.2 NM RDP: MDA(H) 4190' (1990').

CHANGES: Chart reindexed. Descent angle. Minimums

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